

City of Northampton, MA
Transportation and Parking Commission

May 16, 2023

MEETING MINUTES

Submitted by: Beth A. Kaplowitt

1. DPW Director Donna LaScaleia called the meeting to order at 4:10 p.m. and announced that there would be audio/video recording of this virtual meeting. The late start was due to technical problems with the Zoom platform.

Members present and absent/introductions:

Member	Present	Time if arriving late or leaving early
Donna LaScaleia, DPW Director, Chair	X	
Jody Kasper, Chief of Police, Vice Chair	X	
Carolyn Misch, Director of Planning and Sustainability	X	
Nanci Forrestall, Parking Enforcement Administrator	X	
Jamila Gore, City Councilor At Large	X	
Karen Foster, Ward 2 City Councilor	X	
Adam Novitt, Citizen	X	
Jami Albro-Fisher, Citizen	X	
Diana Day, Citizen	X	
Debin Bruce, Citizen	X	
Advisor	Present	Time if arriving late or leaving early
Maggie Chan, DPW Traffic Engineer	X	
Staff	Present	Time if arriving late or leaving early
Cyndi Quinn, DPW Administration Manager	Absent	
Beth A. Kaplowitt, Principal Account Clerk	X	

2. Public comment

- Jacqueline McCreanor of Ward 3 has a number of comments about the MassDOT Main Street 25% presentation on April 26, 2023. She has safety concerns about the crosswalk at Main Street/King Street/Pleasant Street if pedestrians, bicyclists and vehicles are all going together. She also has concerns about the effects of Main Street going one way as well as the reduction of parking spaces downtown;
- Claudia Lefko of 40 Valley Street asked why the TPC is not meeting in person. She sent an email to the DPW about this (this email is appended to these minutes).

3. Approval of minutes from previous meeting (s): September 27, 2022 & March 21, 2023

- A motion was proposed and seconded;
- A roll call vote was taken. There was no discussion and the motion passed unanimously.

Motion:	Motion by:	Second:	Vote:
To approve the minutes from the September 27, 2022 & March 21, 2023 meetings.	Jody Kasper	Debin Bruce	Yes, 10 No, 0 Abstain, 0

4. Reports from departments and subcommittees/announcements/presentations

- Department of Public Works (DPW) – Director Donna LaScaleia
 - The City has contracted with Caracas Construction Corporation for full depth reconstruction of Winter Street, including water & sewer mains and service connections and sidewalks. The project is scheduled to be complete by Fall 2023;
 - Safe Routes to School – MassDOT has contracted with Gomes Construction Company, Inc. to complete improvements that will enhance pedestrian safety near Bridge Street School. The Contractor has demobilized and will remobilize in late June after school is out to complete the project;
 - The Damon Road project has resumed and is scheduled to be completed by the end of 2023. The Contractor will be working at the intersection of King Street and Bridge Road this week.
- Department of Planning & Sustainability – Director Carolyn Misch
 - The Town of Hatfield voted overwhelmingly to support a new bike path connection that will connect Elm Court in Hatfield to the Connecticut River Greenway in Northampton. This means that this can be a TIP eligible project for MassDOT funding;
 - Other MassDOT project updates include:
 - ❖ We are in the comment review period based on the 25% design public hearing that was held for Picture Main Street;
 - ❖ MassDOT is moving forward on the North King roundabout and has a completed Project Notification form;
 - ❖ This week is bike commute week and the bike breakfast is this Wednesday at 7:30 a.m.

5. Matters before the Commission

- a) Proposed Ordinance Relative to Parking on Locust Street
 - Director LaScaleia read the proposed Ordinance into the record;
 - There was a motion made at the March 2023 TPC meeting and many comments were received especially regarding visibility;
 - Councilor Jarrett has helped to get feedback from abutters. He did outreach via email and by leaving flyers on the windshields of vehicles that regularly park on that section of Locust Street. Some residents have no other parking options, so he thinks this Ordinance is a good compromise. Abutters have strong support for this Ordinance;
 - DPW Director LaScaleia said that visibility for vehicles exiting side streets is very limited which creates a dangerous scenario. The intention of this proposed Ordinance is to clear the area of cars as much as possible but still retain a limited amount of parking, while increasing visibility for drivers;
 - A motion was proposed and seconded.

Motion	Motion by:	Second:	Vote:
To send 23.XXX An Ordinance Relative to Parking on Locust Street to City Council with a positive recommendation.	Karen Foster	Jamila Gore	Yes, 10 No, 0 Abstain, 0

- Director LaScaleia and Chief Kasper walked the area yesterday. They noted that this is a very busy corridor. They would like to have further study done and therefore will engage Fuss & O'Neill to look at the area from Cooley Dickinson Hospital to Florence;
- While Chief Kasper was observing traffic on Straw Avenue, she saw vehicles waiting to go left onto Locust Street that on at least three occasions pulled out into northbound traffic trying to see if it was safe for them to turn, and then reversing back into Straw Avenue if they saw someone coming;
- A roll call vote was taken. The motion passed unanimously.

b) Proposed Ordinance Relative to Lowering Default Speed limit to 25 mph

- Director LaScaleia said that this proposed Ordinance has historically been circulated around the City for quite a long time. Since it is a very lengthy Ordinance, she will not be reading it into the record at this time;
- Councilors Nash & Jarrett are the co-sponsors of this Ordinance;
- Councilor Nash said that this Ordinance has been around for a while. He thanked former City Council President Ryan O'Donnell and former Mayor Narkewicz for their work on it. He also thanked Director LaScaleia, Chief Kasper and the members of the TPC, all of whom have discussed this Ordinance at different times, and Councilor Jarrett who has done a lot of work making improvements to the Order;
- Councilor Nash explained that this Ordinance would only apply to places where there is a statutory speed limit. Statutory speed limits are 25 mph and are unposted speed limits rather than regulatory speed limits which are posted. In recent years, the TPC has discussed streets such as High Street in Florence and Olive Street off of South Street in Northampton. These streets are examples of streets that do not have a regulatory speed limit and would therefore be subject to this proposed Ordinance;
- Councilor Nash also explained the reasons that it has taken so long to get to the point that we are right now. Former Mayor Narkewicz described it as a "thought problem" – how do you ask drivers to follow a speed limit that is not posted? This is what started Councilors Nash and Jarrett, Director LaScaleia and Chief Kasper down a path to figure out ways to think more broadly about speed limits across the City. The research done by Councilors Nash & Jarrett showed that a speed plan for the entire City can be created. Then, streets can be designed for lower speed limits which can make them safer and more friendly for bikes, pedestrians and vehicles;
- Councilor Jarrett said that he sees this as one element in a broad long term plan to reduce speed and increase safety and livability. He thinks that the main question to be asking is: Is 25 mph a more appropriate speed for these thickly settled business districts? He thinks that it is, both from a safety and a livability perspective, but a speed limit change only is not enough, as it will have a limited effect on driving speeds. It can help inform the process of redesigning the roadways and determining the priorities for the implementation of traffic calming measures;
- Councilor Jarrett also said that messaging about the change is important as well. One way that municipalities do this is to put signs that say "Speed limit 25 mph unless

otherwise posted in thickly settled areas” where drivers enter the City. We can do that as our budgets allow. He feels that it is important to note that budgets for traffic calming and traffic enforcement are limited and so efforts must focus on the highest impact areas which means that this is a long term plan not an immediate process. Looking toward the future, this is one step in determining how fast it is appropriate for people to go;

- Director LaScaleia said that it is very clear that lower speeds save lives – that is irrefutable. Anything that has the potential to communicate and educate drivers about safer ways to operate their motor vehicles on our roadways is something that she supports. A couple of operational notes/technical pieces to this: It is important to note that communication and education around this initiative is going to be important. In her experience, there has been ongoing confusion already about the difference between regulatory speed limits and statutory speed limits. This is a statutory change not a regulatory change, so it will only apply to thickly settled areas. There are other tools that can potentially be used to change regulatory speed limits in other places;
- Director LaScaleia also said that if the Ordinance is passed and comes out of Committee and goes to Legislative Matters and back to City Council, that there is a need for communication and education for folks throughout the process regarding the fact that the applicability is only to certain specific streets throughout the City and that those need to be identified. So, the particular streets that the Ordinance will apply to should be communicated and thought should be given to figuring out what the best way would be to do this. Many of these streets are dead end/cul-de-sacs. Many are less than ¼ mile long. Many of them we do not find speeding complaints on. Also, what are the expectations going to be for signage at the City limits, what will be the expense to make these signage changes, and how will any new signage interplay with the current signage? Comments need to be made to address these issues. Then there is the practical application of what the expectations will be on City departments to actually implement this as folks catch wind of this and want to see tangible outcomes of the Ordinance that has been passed. These are Director LaScaleia’s comments on behalf of the DPW;
- Chief Kasper said that there is a lot of excitement at the Police Department about people driving slower. She thinks that we would see a dramatic decrease in motor vehicle collisions if people drove slower. However, she does share some of Director LaScaleia’s concerns about what might happen if we don’t have the money, the people, the time or the energy to put up signs on all these streets. Will people be expecting things that aren’t going to happen? She has already heard from people who are excited about what they think it will mean (especially on their streets) once the Ordinance is passed. She hopes that if the Ordinance is passed, when it is announced by press conference or in another fashion, we should get a list of the streets out there to the public ahead of time. This would let people know whether or not their streets will be included. She has already received lots of excited comments about the difference that people think it will mean to them on their street, even though their street will not be impacted, so she can already see that there is confusion about it. She is also concerned about what the impact might be on the TPC, the PD and the DPW if the demands aren’t met;
- TPC members were invited to comment.
- Jami Albro-Fisher said that he is very supportive of measures like this but wondered what the DPW’s plans are given the concerns that have been expressed;
- Director LaScaleia said that there are many communities that have opted in to this Ordinance but have then done nothing. Some have put lots of signage up. She said that

Northampton has 160 miles of roadway, and most of them have regulatory speed limits. Since this is a five figure initiative, this conversation will have to be continued;

- Adam Levine said that people already don't know that the statutory limit is 30 mph now, and they won't know it is 25 mph if it does get changed to that. He would like it if design standards for building help the City become what we want it to be. This can change things over time for the future;
- Diana Day said that since there are problems on the streets for residents that cannot be dealt with because of the problems involved in changing speed limits, what will the short term effects be? From a design perspective, how will we hear about the process?
- Director LaScaleia said that there is no book of rules to guide this. The DPW always looks at the specifics of a street to see what will best fit/work. This Ordinance will give us a good mindset, but there is not a design standard to work with;
- Councilor Foster asked if when Fuss & O'Neill comes to make recommendations, will they be designing for 25 mph or 30 mph? Enforcement of thickly settled signs is complicated. Are there any MassDOT grants to help with this?
- Director LaScaleia said that there are lots of ways to create a roadway design that encourages shared use. This is a resource issue so projects can be as big or little as there are funds available. People drive the way they feel they can, rather than following speed limits. There are many ways to communicate things to drivers. For any traffic engineer the goal is to lower/limit speeds. This is also a philosophy of our community values;
- Director Misch said that they are always looking for grants to fund traffic calming measures and to help learn to design streets that are not just built for cars. We do not have sign at the edges of the City now, which can lead to lots of mixed messages. She agrees with the need to set lower speed limits over time. In the meantime it is hard to understand which streets will be affected and which streets are complained about most frequently. We need to be able to manage residents' expectations;
- Director LaScaleia said that many cities that have adopted this Ordinance are in the eastern part of the state. Boston is all thickly settled, but Northampton is a little different. The DPW must plan and list and post in order to communicate;
- Councilor Gore feels that the Ordinance is a good philosophical thing/a good start when funding is available;
- The public was invited to comment. The following members of the public expressed their concerns:
 - ❖ Claudia Lefko of 40 Valley Street
 - ❖ Benjamin Weil of 123 Audubon Road in Leeds
 - ❖ Angie Gregory of 595 Haydenville Road
 - ❖ Elena Huisman of 19 Mann Terrace in Florence
 - ❖ Debin Bruce (TPC member) said that she feels that having a PACE sticker on the rear window of her car has made it easy to engage one-on-one with people, so the PACE program is a good idea
 - ❖ Jacqueline McCreanor of North Street
 - ❖ Mat Coes of Graves Avenue

- A motion was proposed and seconded and a roll call vote was taken. There was no discussion and the motion passed unanimously.

Motion	Motion by:	Second:	Vote:
To send 17.420 An Order to Lower the Default Speed Limit to 25 mph in Certain Districts to City Council with a positive recommendation.	Karen Foster	Debin Bruce	Yes, 10 No, 0 Abstain, 0

- Councilor Nash suggested a friendly amendment to the Ordinance: to change all instances of “bicyclist” to “cyclist;”
- A revised motion was made and seconded. There was no discussion. A roll call vote was taken and the revised motion passed unanimously.

Motion	Motion by:	Second:	Vote:
To send 17.420 An Order to Lower the Default Speed Limit to 25 mph in Certain Districts as amended to City Council with a positive recommendation.	Karen Foster	Debin Bruce	Yes, 10 No, 0 Abstain, 0

c) Proposed Ordinance Relative to Parking on Williams Street

- Director LaScaleia said that this was proposed by Councilor Nash. She read the Ordinance into the record;
- Councilor Nash said that over the last year, he’s had lots of conversations in the neighborhood about safety concerns regarding this intersection regardless of whether any development occurs in the area;
- A motion was proposed and seconded.

Motion	Motion by:	Second:	Vote:
To send 23.XXX An Ordinance Relative to Parking on Williams Street to City Council with a positive recommendation.	Karen Foster	Carolyn Misch	Yes, 10 No, 0 Abstain, 0

- Claudia Lefko, a member of the public who lives at 40 Valley Street commented and Councilor Nash and Director LaScaleia responded;
- There was no further discussion. A roll call vote was taken and the motion passed unanimously.

Motion	Motion by:	Second:	Vote:
To send 23.XXX An Ordinance Relative to Parking on Williams Street to City Council with a positive recommendation.	Karen Foster	Jamila Gore	Yes, 10 No, 0 Abstain, 0

d) Proposed Ordinance Relative to Accessible Parking Spaces

- Director LaScaleia did not read the Ordinance into the record due to its length;
- Keith Benoit from the Planning Department said that he would be referencing the red letters that are on the Ordinance. He looked to see if the Ordinance as written matched reality and found that it did not. There have been lots of changes and he has worked to correct that and bring consistent language. He visited every parking space. He presented a 40 slide presentation, explaining each slide in detail. The Disability Commission has given this Ordinance a positive recommendation;
- A motion was proposed and seconded, and a roll call vote was taken. There was no discussion. The motion passed unanimously.

Motion	Motion by:	Second:	Vote:
To send 23.306 An Ordinance Relative to Accessible Parking Spaces to City Council with a positive recommendation.	Carolyn Misch	Jody Kasper	Yes, 10 No, 0 Abstain, 0

- Jacqueline McCreanor, a member of the public from Ward 3 asked a clarifying question and Parking Enforcement Administrator Nanci Forrestall responded;
- A roll call vote was taken. There was no further discussion. The motion passed unanimously.

6. Updates from Commission Chair and Vice Chair about previously submitted Traffic Calming Requests

a.) Kensington Avenue

- ❖ Director LaScaleia said that this Traffic Calming Request (TCR) was submitted on July 4, 2022;
- ❖ The Police Department (PD) collected speed and collision data from August 14 – August 30, 2022 and found that the average speed was 17 mph and the 85th percentile was 23.5 mph in this area which has a 35 mph statutory limit;
- ❖ After analysis, Director LaScaleia and Chief Kasper decided that no Traffic Calming measures are recommended at this time.

b.) Summer Street

- ❖ Director LaScaleia said that this TCR was submitted in June of 2022 and was discussed by the TPC in March of 2023;
- ❖ Director LaScaleia said that they have received a lot of commentary from residents regarding insufficient signage that leads to driver confusion. Since Director LaScaleia and Chief Kasper agree with this, they will beef up the signage by putting up two “one-way” signs and one “wrong way” sign. They found that in general there was no speeding problem on the street, just driver confusion. They will pass this information on to the Ward Councilor and to affected residents.

7. New Business

- Councilor Gore asked about the Main Street railroad bridge. Councilor Nash has previously given a detailed presentation about this matter. Fewer conflicts are to be expected there once Coke exits the City;
- Councilor Foster said that the bike breakfast on Wednesday runs from 7:30 – 9:30 a.m. and will be on Merrick Lane next to the Calvin Theater.

8. Adjourned at 5:55 p.m.

- A motion was proposed and seconded and a roll call vote was taken. There was no discussion. The motion passed unanimously.

Motion	Motion by:	Second:	Vote:
Adjourn.	Adam Novitt	Carolyn Misch	Yes, 10 No, 0 Abstain, 0

Attachments

From DPW Director Donna LaScaleia:

“We have received your comments, are reviewing feedback from the neighborhood, and this topic will be discussed again at the April TPC meeting.”

Attachment #1:

Begin forwarded message:

From: Jacqueline McCreator <jacqui.mccreator@gmail.com>
Date: May 4, 2023 at 11:35:28 AM EDT
To: WASHCO Project <washco@northampton.gov>, John Donchewicz <jed.donchewicz@state.ma.us>, Doug McDonald <dmcDonald@northampton.gov>, Sheri White <sherwhite@northampton.gov>, Chief Kasper <kasper@northampton.gov>, Carolyn Maceri <cmaceri@northampton.gov>, Karen Foster <kfoster@northampton.gov>, Jamie Gore <jgore@northampton.gov>
Cc: Hansel Elms <hansel@northampton.gov>, Stan Moulton <smoulton@northampton.gov>, Jim Nash <jim.nash@northampton.gov>, Garick Perry <garick@northampton.gov>, Alex Derrett <alexderrett@northampton.gov>, Rachel Malone <rachel@northampton.gov>, Laura Kutzer <lakutzer@northampton.gov>
Subject: Resident feedback — in response to 4/26/2023 Zoom Meeting & Presentation by Mass DOT for Downtown Northampton Complete Streets Corridor and Intersection Improvements on Main Street (Route 9)

Dear Mass DOT, et al.,

Thank you very much for your 25% design phase Zoom meeting and presentation held on the evening of Wednesday, April 26, 2023 in conjunction with the City of Northampton and the City's engineering consultant, Toole Design. I appreciate the level of care you gave in presenting the plan to Northampton residents and the high level of professionalism during the Q&A session.

I thank the engineering consultants at Toole Design for their communication, competency, and professionalism throughout the presentation, as well.

I can tell the plan has been well thought through for its 25% development phase, and that some compromises have been made, such as relating some of the angled parking spaces in the downtown area, as just one example.

On the whole, as much as I appreciate the hard work going into this plan and the hard work that has been done thus far, I am not in favor of the re-design as it seems to once again promote Big City concepts and jump to expensive solutions for our relatively small, town-and-country-like city.

https://mail.google.com/mail/u/0/ikKXwvPZ7rChd4pymcSV8VWxK5SCJzCp6JfJumtDGNvMnIBZVfXgkxZqcdch1

Fact: Please share this with the Transportation & Parking Commission - report@cityofnorthglenn.com or give - City of Northglenn Main

subject: Private share with the Transportation & Parking Commission

Dear Director LaSacka,

responding to his willings: in response to concerns voiced over the last year about the safety of the interaction,

done, despite serious, ongoing concerns.

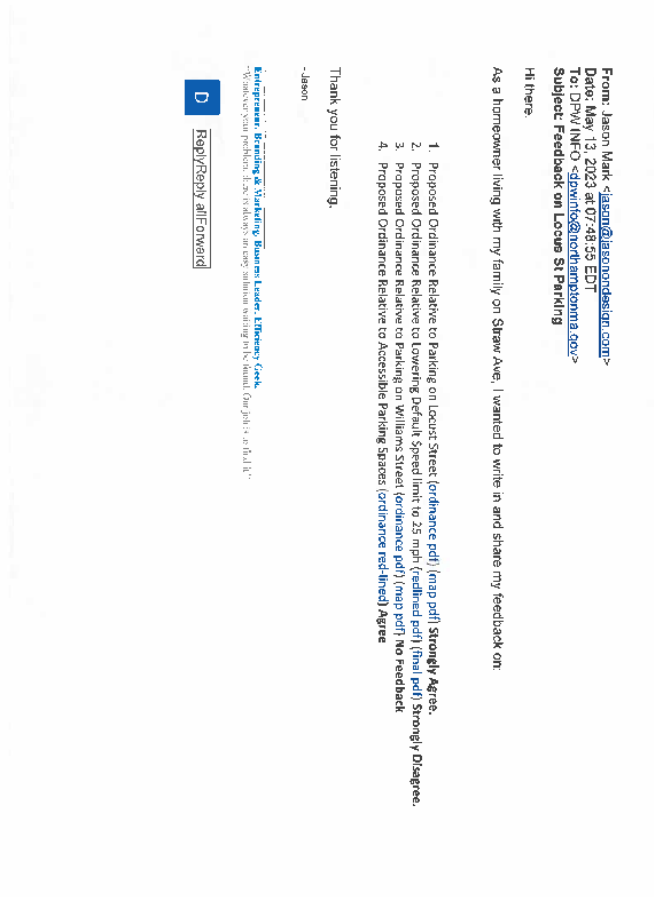
legitimate safety concerns before this.

ation.

Farther than forbidding parking, "in making you once again to consider changing the development plan. Make it much smaller, more affordable and more in-keeping with the area."

AN VALLIN S.

Attachment #3:



Attachment #4:

5/17/23, 10:32 AM

From: Claire Christopher <5416208@comcast.net>
Date: May 14, 2023 at 12:30:52 EDT
To: lizweh@cityofhempden.com
Subject: Locust St parking and speed limit

Dear City of Hempden,

Councilor Barrett has let us know about the subject parking proposal for Locust Street from Grove Ave. to Plymouth Ave. This seems like a reasonable compromise when trying to turn onto Locust from the side streets. I had some concern that if there was no parking at all, the speed limit people who coming the Fitches road people drive up the rd to be more difficult to merge into the right lane. As a result, I hope that the other that Councilor Barrett has communicated reducing the de passed. While people will still speed, perhaps it will reduce the actual amount a bit.

Thank you, Claire

Claire Christopher
15 Surter Ave.
Hempden, MA 01062

<mailto:5416208@comcast.net>

1/1

Attachment #5:



City of Northampton Mail - Fwd: Messages to the commission for may 16th meeting.

DPW INFO <dpwinfo@northhamptonma.gov>

Fwd: Message to the commission for may 18th meeting.

1 message

DPW INFO <dpwinfo@northpharma.gov>
 Dr. Andy Karpov <akarpov@northpharma.gov>, Jimi Jike <jlike@northpharma.gov>, Daria Buzs <dabuzs@northpharma.gov>, Idey@dpw.com, Noree Perreault
 <nperreault@northpharma.gov>, Adam Finkel <afinkel@northpharma.gov>, Janna Gole <jgole@northpharma.gov>, Carolyn Welch
 <scarn@northpharma.gov>, Adam N. <adamn@northpharma.gov>

FYI

Begin forwarded message:

From: Willem Sysmans <will@sysmans.nl>

Date: May 19, 2023 at 01:27:58 EDT

Subject: Message to the commission for may 16th meeting.

Help: following City councillor Jarrold's message regarding the proposed ordinance to disallow parking in the North side of Locust Street in various locations, I would like to request that my comment be forwarded to the commission for the May 16th meeting.

changes made to the parking between straw and the next street allow full visibility to the West. I reside on Straw Ave and it is very difficult to turn left onto local street with cars parked on the north side of the street. I am concerned with the statement that a small section of parking will still be allocated between straw Ave and the next street to the west. I am requesting that the commission ensure that the

Thank you.

Amenda Sidiqun

<https://real-gd.org/~www/majlq4c7jk-w8z8e2b453AM6wmpBdeest0t=9llspmhhd=mttsdf:1785755627E3f67284v?Creq:4176005859:98938297&strip=img:f:1708058941859389297&m=h>

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From here on are emails from March meeting. Replace if more emails come in for May or delete if not.

Attachment #6:

From: **JAMES LAURILA** <jimandlin1@verizon.net>

Date: Mon, Mar 20, 2023 at 2:21 PM

Subject: Re: Proposed parking ordinance for Locust Street by Straw Avenue

To: ajarrett@northamptonma.gov <ajarrett@northamptonma.gov>, dpwinfo@northamptonma.gov <dpwinfo@northamptonma.gov>, DVeleta@northamptonma.gov <dveleta@northamptonma.gov>

Cc: Monet Singh <monet.cherie5@gmail.com>

Alex- The same sight line issue exists when you try to pull out of Sumner Avenue because of parked cars. Most vehicles travel at a high rate of speed travelling west on Locust Street frequently causing near misses. I request that the TPC consider extending the no parking up to Sumner Avenue.

An alternative solution would be to do traffic calming at/near/east of Straw Avenue - the location of countless car accidents through the years. If you did traffic calming there you might be able to keep the parking because the cars will be moving more slowly. It's a densely populated neighborhood and a scary intersection that also has ped crossings.

I have copied DPW on this message. Please forward this information to TPC.

Thanks for considering these comments.

Jim Laurila, P.E.
285 Locust Street
Florence, MA

Attachment #7:

From: **Jason Mark** <jason@jasonondesign.com>
Date: Mon, Mar 20, 2023 at 2:02 PM
Subject: Straw Ave
To: DPW INFO <dpwinfo@northamptonma.gov>

Hello,

My name is Jason Mark and I live on Straw Ave. Over the past few months I've had many cases where I wasn't able to safely pull out onto Locust St because of large cars parked close to the intersection and I can't see towards downtown Florence to safely make a left-hand turn. This is something other neighbors have mentioned to me also.

I reached out to my counselor Alex Jarrett and he shared there's a hearing coming up to no longer permit parking that blocks vision of traffic coming from downtown. I don't think I'll be able to make the hearing, but he said I could share feedback directly with you.

Thank you for considering this change to traffic.

- Jason

Attachment #8:

----- Forwarded message -----
From: **Monet Cherie** <monet.cherie5@gmail.com>
Date: Tue, Mar 21, 2023 at 11:00 AM
Subject: TPC meeting
To: <dpwinfo@northamptonma.gov>

My name is Monet Singh and my address is 279 Locust St., Florence.

It has come to my attention that you are holding a meeting to discuss parking on Locust St. in respect to Straw Ave and Sumner Ave. I am writing to voice my concerns about this parking situation. My driveway is directly in between these two avenues and I want you to know that the cars parked below and above my driveway (the space between Sumner and Straw avenues) make it almost impossible for me to pull out of my driveway risk free. Every time I need to back out onto

Rt. 9, I have the incredibly difficult and very often dangerous job of trying to see the cars driving down Rt 9, towards Florence center, with some turning out of Straw Ave, heading in that same direction. Very often, my only sightline is through the windshields of the cars that are parked below my driveway. When I see that it is "okay" for me to pull out, I have to hope that people driving down the road, and the ones who may be pulling out of Straw Ave, see that I am trying to back out, and will slow down for me. That is pulling out, and heading towards Florence. I also have to navigate pulling out the other direction, crossing two lanes of traffic, heading towards the center of Northampton. While I understand backing out into Rt 9 everyday is a result of residing where I do, the cars that are parked above and below my driveway make my job even harder, and potentially very dangerous.

I now also have to struggle with the plows not being able to plow the area directly in front of my driveway because of the cars that are parked along this area. Needless to say, I have very strong feelings about cars now being allowed to park on this area of Rt. 9. I recently, with the last snow storm, called dispatch to see if there was anything to be done to get the cars removed so the plows could clear in front of my driveway. I was told that if there is no parking ban and the cars are parked legally, there is nothing they can do.

It has always been risky for me to pull out onto Rt. 9, but now that cars are allowed to park above and below my driveway, I have an incredibly difficult time doing so, never without risk and the potential for a very serious, life threatening accident.

Thank you for listening and for your consideration.

Monet Singh

Attachment #9:

From: **John Engel** <johnengel102@gmail.com>
Date: Wed, Mar 22, 2023 at 4:08 PM
Subject: Concern about proposed Locust Street Ordinance
To: DPW INFO <dpwinfo@northamptonma.gov>

Attention DPW Parking and Transportation Commission:

I was unable to attend the 3/21/23 parking commission meeting and wish to submit the following for your consideration. In response to the proposed parking ordinance for Locust Street by Straw Avenue, I wish to express my concerns about this matter. While I have not measured 80 feet from Straw Avenue west, that may solve the problem for those exiting Straw Avenue onto Locust. However, it will likely compound the existing problems of those trying to exist Sumner Avenue onto Locust. For example, currently, cars that park immediately to the East of Sumner Avenue (on the North side of Locust) block the sightlines for people pulling out from Sumner Avenue onto Locust. Additionally, cars parked to the West of Sumner Avenue (on the North side of Locust) also block the sightlines to those pulling out of Sumner and onto Locust...this is especially true when one of the residents parks a Sprinter van on the North side of Locust, but even cars of regular height pose this problem.

So, while I appreciate the use of an ordinance to solve the Straw Avenue problem, this will almost certainly exacerbate a similar problem for those who live on Sumner Avenue. I propose, instead, that parking not be allowed along Locust Street from Straw Avenue all the way to Fairfield Avenue.

Additionally, the reduction of the speed limit from 40 mph from Triangle Park in Florence until East of the Silk Mill Building would be particularly useful. Currently cars and trucks, including fully loaded gravel trucks, travel at 40+ mph through the Locust and Straw Avenue intersection, where there is a bus stop, pedestrian and bicycle traffic, and a number of driveway access points.

Thank you for your consideration.

John Engel
21 Sumner Avenue

Attachment #10:

From: **Nicole Stevens** <nstevenslicsw@gmail.com>

Date: Wed, Mar 22, 2023 at 7:45 PM

Subject: parking ordinance on Northern side of Rt 9 between Straw and Sumner

To: <dpwinfo@northamptonma.gov>

I was unable to attend the 3/21/23 parking commission meeting and am hoping this email will be submitted to the record (or forwarded to the appropriate people).

Entering traffic on route 9 (Locust) from Sumner ave or Straw ave when cars are parked on route 9 (Locust) on the north side of the street between the 2 streets is dangerous.

I have been a property owner on Sumner Ave for 19 years. I get to test this dangerousness daily. Several times a week I experience impaired ability to see if there is a car coming West bound because there are cars parked on the north side of route 9 (Locust) blocking a clear view of West bound traffic. I am forced to inch my way out onto route 9, trying to look between the parked cars or through their windows, and hope that people are at least driving the speed limit so I have enough time to get across the street to go East, or slide into the flow of traffic going West.

As the mother of a 15 year old who will be driving a year from now, I feel very nervous about allowing him to exit our street onto Locust. I pray that the DPW Parking and Transportation Commission will ban parking on the north side of route 9 (locust) at least between Straw ave and Sumner ave before he gets his license.

The 40 mph zone through this stretch into downtown Florence further exacerbates the dangerousness of this stretch for residents exiting Straw and Sumner ave. I invite you to sit at the end of my street and count how many cars travel well beyond the speed limit. There is no place for a police officer to sit and wait for speeders on this stretch of rt 9, and everyone knows this fact. Thus it becomes a perfect place to blow off the speed limit. I am sure that my Sumner Ave neighbors would not mind a cruiser sitting at the end of our street collecting speeding tickets for a couple of days. It might bring in an impressive amount of revenue for the city, and it will definitely support data on the dangerousness of this area on rt 9.

I am happy to participate in collecting data (sending photos, video) and/or supporting the police officers as they remind drivers of the speed limit, Please let me know how I (and my neighbors) can facilitate safety for ourselves and our budding young drivers.

Thank you for your consideration.

Nicole Stevens

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